

*CHANGING TIDE: A PROPOSED ARTWORK FOR POINT SHERIDAN*  
Richmond Marina at South Harbour Way

BCDC DESIGN REVIEW BOARD SUBMITTAL  
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## SECTION 1: PROJECT DESCRIPTION

### 1. Project Site

The proposed art project is located at Point Sheridan (also called Ford Point) at the end of Harbour Way South, at the southern edge of the Richmond Marina and approximately 1.5 miles south of the Richmond downtown core. Specifically the artwork will be located in an unpaved patch of land to the west of both the entry roadway and the Craneway Building (formerly the Ford Assembly Plant building). The unpaved section of land measures approximately 33' x 65' and looks out to Richmond's Inner Harbor, with panoramic waterfront views of San Francisco, the Bay Bridge, Oakland, Berkeley and the Bay. It is approximately 60' from the BCDC setback. The art site is located between the Ford Building to the east and the Marina's end to the west and is just north west of the planned Richmond Ferry Service being designed by the Water Emergency Management Transportation Authority (WETA). (Figures 1 and 2)

### 2. Project Sponsors

The public art project is funded by the Port of Richmond and administered by the City of Richmond Arts and Culture Commission through the Public Art Advisory Committee. The project has support from WETA who will collaborate with the project artists and the City on the landscape plans for the art site to ensure that all plants are compatible with in BCDC's publication Shoreline Plants: a Landscape Guide for the San Francisco Bay and inclusive of, or complementary to, WETA's own landscape plans. The City is also working with Orton Development, owners of the Craneway Pavilion, which is adjacent to the art site.

### 3. Project Context: Port of Richmond

The Port of Richmond is generally outlined by three major streets: Harbour Way South and Canal Boulevard, both running generally north to south and connected by Cutting Boulevard, which runs east and west (See Figure 2). The San Francisco Bay Trail winds throughout this area, providing easily accessible recreation for hikers, joggers, bicyclists, and skaters. (Figure 3).

### 4. Art Components

The artwork will repurpose the empty patch of land into an art site, complete with sculpture, seating elements, landscaping and lighting components. These various elements are described below.

#### A. Sculpture

There will be 7 vertical "Eelgrass" sculptures, each 20' high and fabricated in 316 stainless steel with a bronze patina at the lower ends. The sculptures are inset with thin-film solar panels and 24-volt, high-efficient L.E.D.s (Light Emitting Diodes). By day the sculptures capture solar energy along their central stalks (a technological photosynthesis using the thin-film panels). By night, the tall light shafts glow in ever-changing colors with programmable LED lights. After sunset at a low tide, the light tubes will slowly change

between reds, oranges and yellows, while at high tide, they will glow blue, green and purple, metaphorically referencing the changing tides along the shoreline.

The “eelgrass” sculptures evoke the tidal marshlands that once occupied the site. Eelgrass and shallow marshlands are critically important to fish habitat and bird populations and Richmond is home to some of the healthiest eelgrass beds in the Bay.

#### B. Landscape Elements

The existing dirt at the art site will be replaced with concrete in varying shades of earth tones. The textured ground-plane footing of the sculptures will be designed to elicit mudflats, reminiscent of the original geography of the area. Landscape plans have not yet been determined but will adhere to recommendations made in BCDC’s publication *Shoreline Plants: a Landscape Guide for the San Francisco Bay* and will be done in collaboration with the landscape planting to be done by WETA for the Ferry Landing project.

Circulation paths around the art site will be designed in collaboration with WETA. It is anticipated that a new pathway will be constructed to lead pedestrians from the east side of the farthest parking lot to the west side of the sculpture. In addition, a new north/south pathway will be designed to lead pedestrians from the southeast corner of the parking lot closest to the Bay to the new Ferry Landing.

The art site will also include four custom concrete benches shaped like shells that encircle the sculptural elements, creating a pleasant place to sit, relax and carry on a conversation.

#### C. Interpretive Signage

Interpretive signage adjacent to the Bayshore trail will illustrate the changing landscape of the site over the century, the importance of marshlands to the Bay’s ecosystem, and an explanation of the solar/light and tidal components of the sculpture. The design of the interpretive materials will be in keeping with signage already placed along the Bay Trail.

### 5. BCDC Compliance

- A. Prior to the final design, the City of Richmond will review all of the artwork components for ADA compliancy.
- B. None of the art elements block views to the Bay from the site or from the roadway.
- C. No elements of the artwork are placed in the Bay.

### 6. Resource Value

#### A. Community Input

The proposed artwork will be an important and viable new cultural resource for the city residents, workers and visitors. A community-based selection panel chose the artwork during a competitive process whereby three artist/artist teams were selected as finalists from an applicant pool of 92 artists who submitted qualifications for the Point Sheridan project. All three finalists’ proposals were placed on view in Richmond City Hall for one week prior to the final selection process. The proposal by Reed Madden

Design received overwhelming support by community members and other members of the public who completed questionnaires on their responses to each of the three proposals. The proposal was unanimously endorsed by the Public Art Advisory Committee and by the Richmond Arts & Culture Commission, and was approved by the Richmond City Council on May 27, 2014.

#### B. Response to Site

The artwork responds to the area's cultural and physical environment by:

- Promoting alternative energies by showcasing wind and solar activities.
- Highlighting the change of the tides in the adjacent Bay.
- Providing interpretive materials that describe the history of the site, the impact of human settlement on the Bay, and the health and extent of Richmond's existing eelgrass, which comprises the largest and healthiest amount in the San Francisco Bay.
- Drawing visitors to the site with the graceful movement of the "blades of eel grass" in light or heavy wind.
- Enthralling both children and adults with seven tall shafts of changing light colors at night.
- Creating a colorful and kinetic performance to be enjoyed from up close, from afar, from the Craneway Pavilion and from ships passing in the Bay.

#### 7. Project Timeline

The final design, fabrication and installation of the art elements will begin upon approval from BCDP. The total time anticipated for project completion is 12 months from the date of approval.

## SECTION 2: SITE PLANS AND ILLUSTRATIONS



Figure 1: Aerial view of Point Sheridan showing art site, Craneway Building and future Ferry Landing Site



Figure 2: Port of Richmond Overview



Figure 3: Overview of San Francisco Bay Trail at Project Site



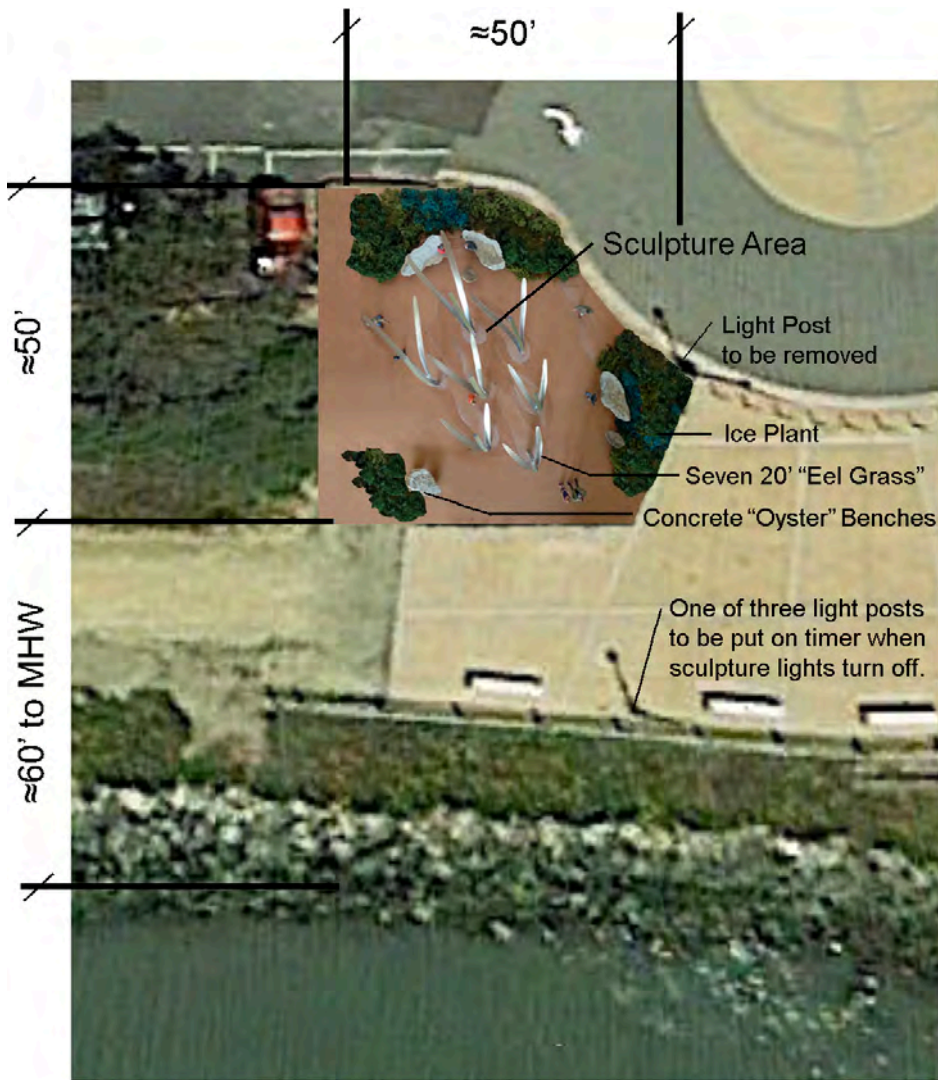


Figure 4: Art Site in Context of BCDC Jurisdiction and Shoreline





Figure 5: Art Site looking west



Figure 6: Art Site looking southeast

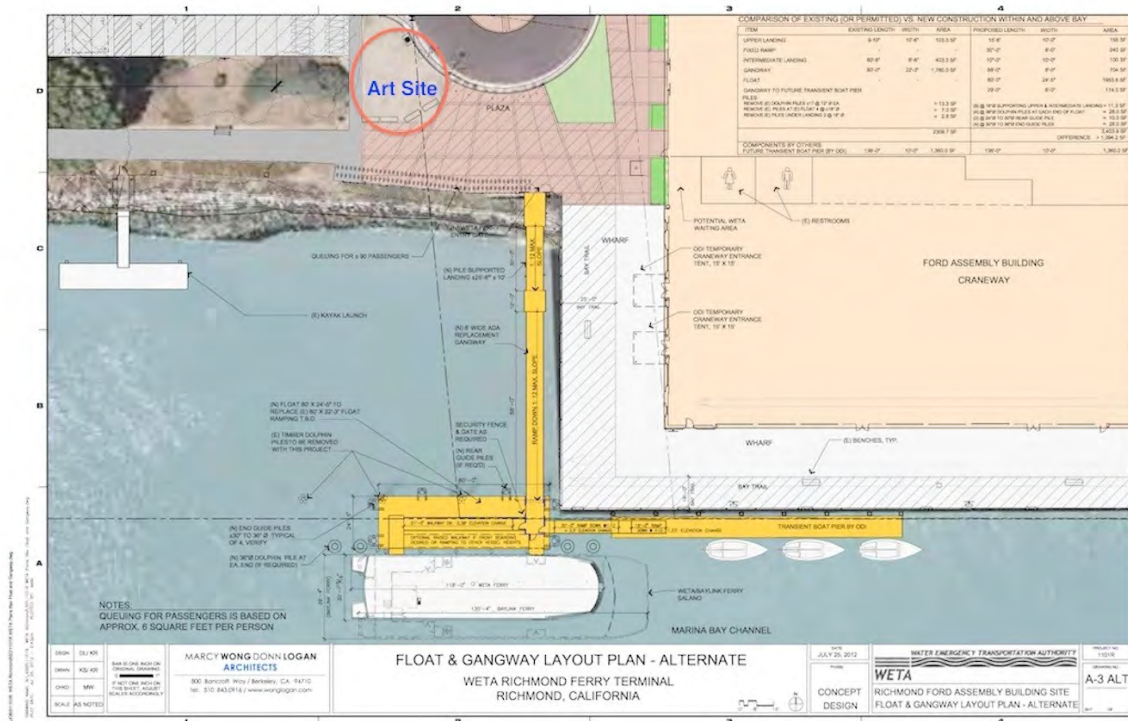


Figure 7: Art Site in context of planned Ferry Landing



Figure 8: Art Project Overview



Figure 9: Detail of Sculptural Elements



Figure 10: Rendering illustrating view of Bay from Harbour Way